

Application Number: DM/2024/00422

Proposal: Proposed development for residential dwellings and associated landscaping and infrastructure.

Address: Commercial Land At Mabey Bridge Mabey Bridge Station Road Chepstow Monmouthshire

Applicant: Miss Freya Rideout

Plans: All Drawings/Plans 10350-100C - ENGINEERING, All Drawings/Plans 10350-101 - LONGSECTIONS AND MANHOL, All Drawings/Plans 10350-204 B - SUDS ASSET MAINTENANCE, All Drawings/Plans 10350-205 - SUDS DETAILS, All Drawings/Plans 10350-500B - REFUSE VEHICLE TRACKING, All Drawings/Plans 10350-501B - FIRE TENDER TRACKING, Landscaping Plan 2167-URB-XX-00-DR-LA-XX-100-S2-P05 - ILLUSTRATIVE LANDSCAPE, Landscaping Plan 2167-URB-XX-00-DR-LA-XX-101-S2-P05 - SITE WIDE HARDWORKS PLA, Landscaping Plan 2167-URB-XX-00-DR-LA-XX-102-S2-P05 - SITE WIDE PLANTING PLAN, Green Infrastructure Framework Plan 2167-URB-XX-00-DR-LA-XX-103-S2-P05 - GREEN INFRASTRUCTURE PLA, Site Plan 22051 (05) 105 C - Roof Plan, Site Plan 22051 (05) 100G - SITE DEVELOPMENT LAYOUT, Site Plan 22051 (05) 101 - SITE LOCATION PLAN, All Drawings/Plans 22051 (05) 102 - SITE TOPOGRAPHY, Site Plan 22051 (05) 103 - EXISTING SITE PLAN, All Existing Plans 22051 (05) 104 - EXISTING SECTIONS, Proposed Roof Plan 22051 (05) 105C - ROOFS PLAN, All Drawings/Plans 22051 (05) 110A - BLOCK A FLOOR PLANS 2 O, All Drawings/Plans 22051 (05) 110A - BLOCK A FLOOR PLANS 1 O, Elevations - Proposed 22051 (05) 111B - BLOCK A ELEVATIONS 1_2, Elevations - Proposed 22051 (05) 112B - BLOCK A ELEVATIONS 2_2, All Drawings/Plans 22051 (05) 113B - BLOCK B FLOOR PLANS, Elevations - Proposed 22051 (05) 114A - BLOCK B ELEVATIONS 1_2, All Drawings/Plans 22051 (05) 116A - BLOCK C FLOOR PLANS, Elevations - Proposed 22051 (05) 117A - BLOCK C ELEVATIONS1_2, Elevations - Proposed 22051 (05) 120A - STREET ELEVATIONS, All Drawings/Plans 22051 (05) 121B - PROPOSED SECTIONS, All Drawings/Plans 22051 (05) 122 - BLOCK A SECTION, All Drawings/Plans 22051 (05) 123 - BLOCK B SECTION, All Drawings/Plans 22051 (05) 124 - BLOCK C SECTION, All Drawings/Plans 22051 (05) 130A - APARTMENT LAYOUT 1B2P A, All Drawings/Plans 22051 (05) 131A - APARTMENT LAYOUT 1B2P B, All Drawings/Plans 22051 (05) 132A - APARTMENT LAYOUT 1B2P C, All Drawings/Plans 22051 (05) 133A - APARTMENT LAYOUT 2B3P A, All Drawings/Plans 22051 (05) 134A - APARTMENT LAYOUT 2B3P B, Elevations - Proposed 22051 05 115A - Block B Elevations, Elevations - Proposed 22051 05 118A - Block C Elevations, All Drawings/Plans 22051 104 B - Substation, All Drawings/Plans 22051 141 - Cycle Storage, Other Transport Technical Note - , Drainage Drainage Statement - 10308 TN 001 Rev A,

RECOMMENDATION: Approved Subject To S106

Case Officer: Ms Kate Young
Date Valid: 05.04.2024

This application is presented to Planning Committee due to the number of unresolved planning objections

1.0 APPLICATION DETAILS

1.1 Site Description

The Fairfield Mabey Site in Chepstow is identified as a Strategic Development Site under Policy SAH3 of the adopted Local Development Plan. In November 2017 Outline Planning Permission DC/2014/01290 was granted for the creation of a new neighbourhood on the former shipyard at Mabey Bridge in Chepstow. In June 2019 the Reserved Matters DM/2019/00001 were granted. Both the outline planning permission and the reserved matters approval make provision for an area of employment land on the northern part of the site. This extends to 1.371 acres and was to be the location of an office and workshop based scheme. The legal agreement for the outline planning permission requires that this area is to be accessed, serviced, marketed and made available before the occupation of 40% of the new homes to be built on the site. The approved layout plan indicating that 6500m² flexible working space would be provided on the 1.3 acre site in the form of several four-storey blocks of offices. Four-storey development was considered acceptable in this location given the large vertical emphasis provided by the road and rail bridges adjacent to this part of the site and also because of the design precedent set by the adjoining Osbourne's development which has four-storey apartment buildings.

A Section 73 application was submitted and approved, DC/2022/01666, removing Condition 2a for planning decision DC/2014/01290 this effectively extend the period for the submission of reserved matters by three years following the date of the permission.

The site is adjacent to the River Wye which in this location is designated as a Special Area of Conservation (SAC), a Site of Special Scientific Interest (SSSI) and a RAMSAR site. The site, lies entirely within Zone C2 as defined by the Development Advice Maps (DAM) referred to in Technical Advice Note 15: Development and Flood Risk (TAN15)

1.2 Value Added

At the request of planning officers the layout has been amended, the height of retaining walls has been reduced and the level of parking provision reduces. Amendments have been made to the northern part of the site as you approach from the riverside path under the two bridges from the Old Town to give the landscaping more prominence as you enter the site, in line with the principles of Place Making

1.3 Proposal Description

This Reserved Matters Application seeks the development of the final parcel of land at the Mabey Bridge site, with 46 affordable residential units and associated landscaping and infrastructure. The development will comprise three blocks of flats providing a total of 46 residential dwellings with a mix of 1 and 2-bedrooms.

The three blocks will have a different tenure:

Block A - Older Persons would be 4 stories high providing 15 flats 8 one bed and 7 two bed

Block B - Intermediate Rent , 3 story, 11 flats , 9 one bed and 2 two bed

Block C - General Needs Rent 3 story 20 flats 15 one bed and 5 two bed

Access to the site will be from Princess Way leading to a parking court arrangement comprising 26 car parking spaces. There are an additional five car parking spaces accessed directly from Princess Way on the south-western boundary Pedestrian access has been prioritised with a total of four pathways leading from the wider travel network and into the development site, in the interests of promoting active and sustainable travel. The proposal included a cycle storage building, tree planting, landscaping and infrastructure.

The ground levels will be raised and a retaining wall will be required. The residential blocks will have external finishes in a limited pallet of material, with multi stock brick to match the rest of the development at Mabey Bridge and Cedral Click Cladding, steel grey in colour.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DM/2018/00330	The creation and installation of a secure block built Bat House (3m x 3m x 3.7m) rendered inside and out with locked secure door, flight entrance aperture, hanging areas and a surrounding 2.5m high enclosure fence with lockable gate for the specific purpose of providing accommodation for Lesser Horseshoe and other varieties of bats. In addition, the demolition of the former derelict 'Skip' Building at the North end of the site. The new Bat house is proposed as mitigation for a temporary habitat discovered during ecological survey works on site in July 2017.	Approved	01.05.2018
DM/2018/00728	Non material amendments in relation to planning permission DC/2014/01290.	Approved	13.06.2018
DM/2018/01063	Discharge of conditions 16 and 20 from planning consent DC/2014/01290.	Approved	02.10.2018
DM/2018/01163	Discharge of conditions 17, 23 & 24 and 25 from planning consent DC/2014/01290.	Approved	09.10.2018
DM/2018/01194	Discharge of condition 21 from planning consent DC/2014/01290.	Approved	03.04.2019
DM/2018/01742	Partial discharge of condition 21 from planning consent DC/2014/01290. Relating to the Bridge Lowering Phase only.	Approved	20.12.2018
DM/2018/02044	Mabey Bridge Addendum Remediation Strategy. Condition 20 Part d)	Approved	05.02.2019

DM/2018/02091	Discharge of conditions 6 (Phasing strategy), 7 (GI), , 10 (Environmental Health), 11 (Highways Sustainable), 13 (GI), 14 (GI), 15 (GI) and 18 (Highways Sustainable) from planning consent DC/2014/01290.	Approved	04.08.2020
DM/2019/00001	Residential development of 345 dwellings and associated infrastructure and landscaping.	Approved	17.06.2019
DM/2019/00772	Partial discharge of condition 21 of planning permission DC/2014/01290.	Approved	09.07.2019
DM/2019/01153	Discharge of condition no.4 of planning permission DM/2019/00001 (details of the redi rock).	Approved	26.09.2019
DM/2019/01189	Construction Method Statement (condition 22 of DC/2014/01290) and the following appendices: Appendix 1: Green Infrastructure Provisions Plan Appendix 2: Green Infrastructure Masterplan Appendix 3: Construction Environmental Management Plan - Construction Phase, July 2019 Appendix 4: Phasing Plan Appendix 5: Green Infrastructure Management Plan	Approved	06.12.2019
DM/2019/01343	Discharge of condition 17 relating to planning application DC/2014/01290.	Approved	07.10.2019
DM/2019/01453	Discharge of condition 8 (foul drainage) relating to application DC/2014/01290.	Approved	08.11.2019
DM/2019/01573	Discharge of condition 20 E, F & G (geotechnical & geo environmental earthworks validation report - phase 1A: Proposed residential development Mabey, Bridge, Chepstow, Terra Firma (September 2019)). Relating to DC/2014/01290.	Approved	06.12.2019
DM/2019/01579	Discharge of the following condition 9 (Water Management) and 12 (Surface Water) relating to planning application DC/2014/01290.	Approved	23.10.2020

DM/2019/01620	Discharge of condition 2 relating to application DM/2019/00001.	Approved	08.11.2019
DM/2019/01822	Discharge of condition no.4 of planning consent DM/2019/00001 (details of the readi rock)	Approved	02.03.2020
DM/2019/01960	Reserved matters approval for 26 affordable housing units.	Approved	23.04.2020
DM/2019/01961	Reserved matters re-plan approval for 13 plots.	Approved	17.02.2020
DM/2020/00130	Discharge of condition 17 from planning consent DC/2014/01290 (Construction Traffic Management Plan, January 2020).	Approved	03.07.2020
DM/2020/00356	Discharge of conditions 20 (geo technical & geo environmental earthworks validation report). Relating to application DC/2014/01290.	Pending Consideration	
DM/2020/00490	Discharge of condition 19 relating to DC/2014/01290. (Estate street phasing and completion strategy).	Approved	18.06.2020
DM/2020/00508	NMA - Change the house type at Plots 12, 13, 14, 147, 221 and 222 from a Folkstone to a Maidstone. (Relating to application DM/2019/00001).	Approved	05.05.2020
DM/2020/00519	Discharge of conditions 3, 5 and 7 from planning consent DM/2019/00001.	Approved	14.05.2020
DM/2020/00662	Non-material amendment to planning consent DC/2014/01290:- Vary the wording of Condition 8 (Foul Drainage Scheme) of outline planning permission. The reason for seeking the NMA is to allow the approved foul water drainage scheme to be implemented in a phased manner.	Approved	02.07.2020
DM/2020/00711	Non material amendments in relation to planning consent DM/2019/0000; removal of swales from the proposed development.	Approved	30.06.2020

DM/2020/00784	Discharge of condition 26 (street management and maintenance plan) relating to application DC/2014/01290.	Approved	06.08.2020
DM/2020/00972	Discharge of condition no. 17 (Construction Traffic Management Plan) of planning consent DC/2014/01290	Approved	13.08.2020
DM/2020/00982	Non-Material Amendment of condition 21 on outline planning permission DC/2014/01290.	Approved	11.09.2020
DM/2020/01526	Discharge of condition 17 (Mabey Bridge Construction Traffic Management Plan) relating to application 2014/01290.	Approved	23.12.2020
DM/2021/00128	Tree works as per attached report.	Approved	12.04.2021
DM/2021/01119	Proposed entrance feature to form gateway to new development.	Approved	20.09.2021
DM/2021/01131	Discharge of condition no. 6 of planning consent DM/2019/00001 (details of the location of all of the signage and all street furniture)	Approved	20.09.2021
DM/2022/01666	Removal of condition 2a for planning decision DC/2014/01290. (Extend the period for the submission of reserved matters)	Approved	16.02.2024
DM/2023/00148	NMA relating to DM/2019/00001: Replace the Maidstone house types at plots 2, 4, 6, 10, 11, 14, 17, 20, 45, 46, 56, 57, 58, 67 to the Ellerton house type.	Approved	09.03.2023
DM/2023/00956	NMA to vary the wording of Condition 2 of planning DM/2019/01960.	Approved	04.08.2023
DM/2023/01550	Modification to S106 agreement relating to planning permission DC/2014/01290.	Approved	22.12.2023

DM/2024/00422	Proposed development for residential dwellings and associated landscaping and infrastructure.	Pending Determination	
DM/2024/01423	Substitution of trees.	Approved	10.01.2025
DC/2017/01047	Removal of derelict buildings within the boundaries of the former Mabey Bridge site. The building is a former Engine Shed adjacent to the Factory Buildings (now demolished) and were created circa 1918-1920. They have been surveyed and a complete record of their current form will be retained.	Approved	29.09.2017
DC/2014/01290	Redevelopment of the site to create a new neighbourhood including: a range of new homes (apartments, houses and some sheltered accommodation for the elderly - use classes C2 and C3); new offices and workshops (use class B1); new commercial leisure facilities (use classes A1 and A3); the retention and flexible change of use of brunel house to commercial, residential and / or community uses (use class A1, A3, B1, C2, D1 and D2); a network of open spaces including a new riverside linear park, footpaths, public open space and areas for informal recreation; highways infrastructure including accesses and paths; and requiring: site clearance and demolition works, treatment and preparation, the installation of new services and infrastructure, the creation of new treatment/amenity wetlands and drainage channels, ecological mitigation and enhancement works (including improvements to the Beaufort Quarry) and improvements / works to the highways network and other ancillary works and activities An Environmental Impact Assessment was submitted with this application.	Approved	27.11.2017
DC/1987/00947	Reinstatement Of Berthing Facilities By Means Of New Sheet Pile Wall In Order To Transport Heavy Girders From Works.	Approved	23.09.1987

DC/2017/00752	Removal of two sets of derelict buildings within the boundaries of the former Mabey Bridge site.	Acceptable	21.08.2017
DC/2007/00498	Demolition of existing temp offices, replacement with one port cabin with relocation of some staff to 3 Brunel House and also erection of new maintenance storage building	Approved	21.06.2007
DC/1980/01259	Prefab Office Building APP_TYP 04 = Renewal, Temp Permission DEV_TYP 03 = Extension MAP_REF = 353755193775	Approved	09.12.1980
DC/2007/00377	Internal alterations to all existing floors and attic	Approved	02.07.2007

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S1 LDP The Spatial Distribution of New Housing Provision
S4 LDP Affordable Housing Provision
S8 LDP Enterprise and Economy
S9 LDP Employment Sites Provision
S12 LDP Efficient Resource Use and Flood Risk
S13 LDP Landscape, Green Infrastructure and the Natural Environment
S16 LDP Transport
S17 LDP Place Making and Design
SAH3 LDP Fairfield Mabey, Chepstow

Development Management Policies

H1 LDP Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements
E1 LDP Protection of Existing Employment
SD2 LDP Sustainable Construction and Energy Efficiency
SD3 LDP Flood Risk
SD4 LDP Sustainable Drainage
GI1 LDP Green Infrastructure
NE1 LDP Nature Conservation and Development
EP1 LDP Amenity and Environmental Protection
MV1 LDP Proposed Developments and Highway Considerations
MV3 LDP Public Rights of Way
MV4 LDP Cycleways
DES1 LDP General Design Considerations

Supplementary Planning Guidance

Affordable Housing SPG July 2019:
[https://www.monmouthshire.gov.uk/app/uploads/2019/09/Final-Adopted-SPG\[1\]July-2019.pdf](https://www.monmouthshire.gov.uk/app/uploads/2019/09/Final-Adopted-SPG[1]July-2019.pdf)

Infill Development SPG November 2019:

[https://www.monmouthshire.gov.uk/app/uploads/2020/02/Appendix-2-Infill\[1\]Development-SPG-Latest-Version-for-Final-Adoption-2020-Dave-adjustments\[1\]00000002.pdf](https://www.monmouthshire.gov.uk/app/uploads/2020/02/Appendix-2-Infill[1]Development-SPG-Latest-Version-for-Final-Adoption-2020-Dave-adjustments[1]00000002.pdf)

Renewable Energy and Energy Efficiency SPG March 2016:

[http://www.monmouthshire.gov.uk/renewable-energy-energy-efficiency\[1\]supplementary-planning-guidance](http://www.monmouthshire.gov.uk/renewable-energy-energy-efficiency[1]supplementary-planning-guidance)

Green Infrastructure April 2015:

<http://www.monmouthshire.gov.uk/app/uploads/2015/07/GI-April-2015.pdf>

Monmouthshire Parking Standards (January 2013)

[http://www.monmouthshire.gov.uk/app/uploads/2015/07/Mon-CC-Parking\[1\]Standards-SPG-Jan-2](http://www.monmouthshire.gov.uk/app/uploads/2015/07/Mon-CC-Parking[1]Standards-SPG-Jan-2)

Green Infrastructure April 2015:

<http://www.monmouthshire.gov.uk/app/uploads/2015/07/GI-April-2015.pdf>

Conservation Area Appraisal

Chepstow Conservation Area Appraisal (March 2016):

[http://www.monmouthshire.gov.uk/planning-policy/supplementary-planning-guidance/chepstow\[1\]conservation-area-appraisal](http://www.monmouthshire.gov.uk/planning-policy/supplementary-planning-guidance/chepstow[1]conservation-area-appraisal)

4.0 NATIONAL PLANNING POLICY

Future Wales - the national plan 2040

Future Wales is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. Future Wales - the national plan 2040 is the national development framework and it is the highest tier plan, setting the direction for development in Wales to 2040. It is a framework which will be built on by Strategic Development Plans at a regional level and Local Development Plans. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole.

Planning Policy Wales (PPW) Edition 12

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty.

A well functioning planning system is fundamental for sustainable development and achieving sustainable places. PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities.

Technical Advice Notes

Technical Advice Note (TAN) 15: Development and Flood Risk (2004):

<http://gov.wales/topics/planning/policy/tans/tan15/?lang=en>

5.0 REPRESENTATIONS

5.1 Consultation Replies

Chepstow Town Council -

Original consultation response recommended refusal on the grounds:

Lack of suitable parking provision

Lack of information on the future management of green space

Lack of suitable provision for household refuse.

Lack of outdoor space for laundry facilities.

Latest observation(s): Chepstow Town Council reiterates its initial refusal and in addition:

1. Notes that that insufficient alterations have been made to cover the initial objections.
2. That it lacks confidence in the development proposal and would like to see a full development plan delivered for the whole area to include density, landscaping and inclusion of a suitable visitor space for the Severn Princess prior to any further building.

Highway Authority - No objection

NRW - No objection

Office for Nuclear Regulation -No comment

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

Gwent Police - No objection

The development is seeking SBD accreditation and discussion have already taken place between the Gwent DOCO and developer

SuDS Approval Body No objection

The application has submitted a SAB pre app showing they are discharging all surface water via the new sitewide network into the tidal Wye

MCC Housing

There is currently a high demand for affordable housing in Monmouthshire, there are currently 2,036 households on Monmouthshire's Common Housing Register in housing need. Of these, 382 would prefer to live in the Chepstow area. There is a particularly high need for 1 and 2 bedroom accommodation.

GI Landscape- No objection

MCC Countryside - No comments other than those set out in the Green Infrastructure response

Ecology - No Objection Subject to Conditions.

The Council's ecologist originally queried whether the HRA would need to be updated to ensure the development was appropriate. However, having reviewed the HRA and the officer is confident that it is extensive enough to cover the alterations proposed for this Reserved Matters application. The HRA details potential impacts to the Severn Estuary Marine Site, River Wye SAC and Wye Valley & Forest of Dean Bat Sites SAC and Wye Valley Woodlands SAC.

The officer cannot identify any impacts that have not been previously considered and therefore do not think that the HRA needs to be updated to inform this application. An ecological appraisal report by BSG Ecology has been submitted to inform the application.

Active Travel

Please confirm that at least one connection from the site to the coastal path is rollable with a gradient of less than 5% /1 in 20, in line with desirable minimums in DE103.

Please confirm that the stepped access to the coastal path will include hand-rails on both sides and that the spec. meets DE104.

Thank you for adding cycle parking to the design. We note that there is no short-stay cycle parking. Cycle parking should be in line with ATAG/ Active Travel Act guidance, section 14.8 If this site is for sheltered/elderly housing, please provide additional short-stay parking for visitors and carers, in the numbers in ATAG table 14.4,.

Please use a design for cycle storage such as CycleHoop cycle hangar, and/or set the hangars further back to avoid the passage of pedestrians along the path being blocked by use of the cycle storage at busy times. Regardless of land use, at minimum, please add a Sheffield stand with tapping rail beside the secure cycle storage, visible from the accommodation, for short-stay accessible parking. Move the cycle stands north for this if necessary.

Tree Officer - The site is outside of the Chepstow Conservation Area and there are no Tree Preservation Orders on the site, in fact there are no trees on the site.

Public Rights of Way - No objection

The Green Infrastructure Plan shows pedestrian access into the site from the estate road, and then there are two routes to allow pedestrians to access the riverside. Access of this type through the proposed development is welcomed. There remains an intention to create a path that runs adjacent to the River Wye from Chepstow town centre, past this development and onwards to the south. Therefore, the riverside path shown on the Green Infrastructure Plan is an essential component for public access at this location.

5.2 Neighbour Notification

Letters of objection received from 29 addresses (23 of these related only to the Severn Princess)

It's not clear how the Severn Princess (listed on Historic Ships Register) will be protected.

The Severn Princess is on the National Ships Register and played an important part in the history of Chepstow

MCC not enforcing planting plans

Archaeology being removed from site without examination.

Insufficient Infrastructure

We were not consulted

Impact on views to the castle

Red brick is out of keeping

Noise pollution

Loss of privacy

Light pollution

Equipment at roof level will detract significantly from the view

No improvement to the A48

Contrary to development plan as this land was allocated as industrial / commercial.

From the original planning application the number of dwellings at this site has already been increased

Detrimental impact this had on an already on a road junction

Hardwick Hill has poor air quality

The river front area is being ruined as a wild life habitat

Tower blocks are inappropriate and adversely affect the landscape

Increase in traffic

Emergency vehicles will not be able to pass

I am concerned about the potential negative impacts that this development could have on our community.

Insufficient parking provisions

Increase in the amount of on street parking

Congestion with just one access into the site

I object to the delays in completing essential community amenities such as the riverside footpath and landscaping/green spacing.

5.3 Other Representations

None Received

5.4 Local Member Representations

Cllr Paul Pavia

As a resident to Brunel Quarter and one of the local County Councillors for Chepstow, whilst I do understand the need for additional and affordable accommodation options, I do have some concerns about this specific development.

I believe there was local understanding that there would be some commercial/retail space in that area of the development and therefore it is disappointing that a block of flats are earmarked for that area.

Chepstow Town Council rightfully point out a number of issues that neighbours have raised with me: Lack of available parking will be detrimental to the amenity of the area by residents/visitors double parking, which is already a problem and the development is not complete.

Lack of information on the future management of the green space.

Refuse - lack of sufficient provision for household waste.

Outdoor space - lack of outdoor space for laundry facilities.

I also note the comments made by Network Rail, given the proposed developments proximity to its land and rail infrastructure.

Two key points I would like to highlight:

Foundation works and ground disturbance: Network Rail offers no right of support to the development and requires specific approval and careful monitoring for any foundation works or ground disturbance that may affect its property or structures.

Noise and vibration impacts: The potential noise and vibration impacts caused by the proximity between the proposed development and the existing railway must be assessed in the context of Planning Policy Wales and Technical Advice Notes. The current level of railway usage may change at any time without notification.

Lastly, the Severn Princess, a listed historic monument and a national asset, requires a formal legal agreement from MCC, Network Rail and DWH/Barrett Homes to be sited and preserved in the Brunel Quarter (preferably with a visitor centre) in perpetuity. Any development so close to its current location that would threaten its future - through damage or vandalism - should be denied permission.

Please note all representations can be read in full on the Council's website:

<https://planningonline.monmouthshire.gov.uk/online-applications/?lang=EN>

6.0 EVALUATION

6.1 Principle of Development

6.1.1 Suitability of the site for employment use

The parcel of land is identified as part of a Strategic Development Site under Policy SAH3 of the adopted Local Development Plan. The majority of the rest of the site has now been built up for housing as per the previous approvals. Both the outline planning permission and the reserved matters approval identify, the site of the current application, as an area for employment provision in the form of an office and workshop scheme. The legal agreement for the outline planning permission requires that this area is to be accessed, serviced, marketed and made available before the occupation of 40% of the new homes to be built on the site. The approved outline layout plan indicates that 6500m² flexible working space would be provided on the 1.3 acre site in the form of several four-storey blocks of offices.

In August 2022, BDW Homes submitted a pre application request exploring possible, alternative uses of land parcel zoned for employment purposes. The applicants have actively marketed the site continuously since 2019 for B1 office and workshops but due to the current economic climate there was very little interest. The council accepts that it will be very difficult to deliver a B1 Use on this site. This reflects a trend that can be seen across the county. It is therefore appropriate to look for

alternative uses for the site without which the development of the whole of the site could stall. That pre-application concluded that provided that a robust marketing report was submitted with any future application demonstrating that no employment generating uses could be found for the site then the council would consider alternative uses.

6.1.2 Marketing

In 2019, BDW appointed local property agents EJ Hales to market the land for a broad spectrum of commercial and employment uses. Marketing began formally in December 2019 with direct dispatch of the brochure to agents, developers and investors active in the South Wales and Bristol region. The brochure was also placed on EJ Hales' website and remains there currently, with marketing of the site being continuous for a period of 4 and a half years, which includes pre and post pandemic conditions. The most recent update from EJ Hales is dated 13th December 2023 and accompanies this planning application as background information. The overall conclusion is that there is no credible interest in the site for commercial and employment use.

In July 2024 Savills submitted an updated Conditions, Prospects and Proposals Appraisal looking at the market conditions in Chepstow and demand for commercial premises. This report is attached in full as appendix 1. The report identified that:

Marketing, at the time has been on-going for four and a half years, with reviews of interest being provided to BDW by EJ Hales on a regular basis. The most recent update which summarises the whole campaign was provided in December 2023 and reports that:

- a) There was some interest initially at the beginning of 2020
- b) This included interest from Rombourne (the serviced office provider) and Travelodge (the hotel operator), but both concluded that schemes were not feasible.
- c) There has been no interest from more conventional business/office space providers, which reflects basic development economics: with rents along more accessible locations along the M4 corridor only reaching between £12 and £15 per square foot, and construction costs (which exclude land acquisition) of £150 per square foot and rising, even a scheme with all space pre-let would not be commercially viable or fundable. Similar concerns about development economics would apply to flexible/short term let or licence based office spaces
- d) There was more substantial interest from care home and senior living providers. At least one party remains potentially active, although this was for a retirement home which would generate very limited employment.
- e) There was no interest from any party for light industrial workshop space.

Even if there was some demand the basic development economics are very challenging with rents only likely to reach between £6-£7 per square foot and construction costs of £100 (which are again rising rapidly) making schemes unviable and funding very difficult to secure. Some interest from more industrial operators was recorded - with a Portable Building and Self Storage proposal making limited progress before withdrawing.

Development and take up of office space outside larger urban areas - and even in much more accessible locations - has been very limited. Activity has been in significant decline for some time with record levels of office accommodation vacancy in even the most attractive and established locations. A precise figure of take-up for Chepstow is difficult to predict, but one measure may be to look at other office providers in Chepstow, for example Basepoint located on the Beaufort Park and Fuse on Station Road. Both of these buildings experienced success pre pandemic but now see a significant fall in demand for their services.

For other forms of light industrial or workshop (B1b and B1c) space, there is very limited evidence of any activity. Take-up in class B has focused on B8 (storage and distribution) operations, with some limited existing general industrial (B2) space being occupied.

The report concluded that "There is no demand and interest for B1 space on the site of any type or size. This is despite active marketing that has been on-going since December 2019. This is explained by two main factors. The first comes from general patterns of demand and interest. The second is a result of basic development economics - there is a significant gap between construction costs and income which means that, even if there was occupational interest to take new space - a

scheme could not be funded. Looking forward, the position on demand, interest and economics is highly unlikely to change. Significant office requirements will be very rare across a much wider area, and any that do arise will be very difficult to fund (speculative conventional office development may find this impossible). There may be some limited demand for further small flexible or hybrid work space, but the economics of this are fragile too - with the current cluster of remote working hubs often finding space from the conversion or adaptation of existing and empty buildings. Hubs are also being promoted by Welsh Government as part of its remote working strategy."

6.1.3 Alternative Uses

Planning officer have reviewed the submitted reports and consider that they do supplied details of the marketing of the site and a comprehensive analysis of market trends. This is evidence that it is unlikely that the site will be developed for commercial activity and is likely to remain vacant. Officers accept that it will be very difficult to deliver a B1 Use on this site. It is therefore appropriate to look for alternative uses for the site.

6.1.4 Policy Support for Affordable Housing

It is recognised that there is a need and a shortfall in the amount of affordable housing provision in both urban and rural areas of the county. Given that the site is unlikely to be developed for commercial activity and its very sustainable location, within walking distance of Chepstow Town Centre it is considered that delivery of the site for a 100% affordable Housing scheme, helps to meet other objectives of the plan without detriment to employment land which is available elsewhere in the area. Policy S4 of the LDP outlines affordable housing provision. All affordable housing units, must be constructed to the Welsh Government's Development Quality Requirements.

Affordable housing is defined in paragraph 4.2.25 of PPW 12:

'Affordable housing for the purposes of the land use planning system is housing where there are secure mechanisms in place to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers'. Paragraph 4.2.26 extends this definition further noting: 'Affordable housing includes social rented housing owned by local authorities and RSLs (registered social landlords) and intermediate housing where prices or rents are above those of social rent but below market housing rents and prices'.

6.2 Sustainability

The site is in a highly sustainable location. The Sustainable Transport Hierarchy for Planning outlined in PPW12 states that the in relation to new development, walking, cycling and public transport are prioritised ahead of the use of private motor vehicles. In this case, walking and cycling are being promoted. From the site, links have been put in place so that the residents can walk to the town centre via Station Road and the underpass under the A48 and can also walk to Lower Chepstow via the Osborn's Development to Lower Church Street. Residents will be able to walk to the adjacent Railway station for trains to Gloucester and Severn Tunnel junction from where they can access trains to Bristol, Newport and Cardiff. The site is also within walking distance of Chepstow Bus Station and other facilities in the town centre. This site complies with the objectives of the Sustainable Transport Hierarchy.

Pobl, the applicant, has a committed approach to sustainability which is reflected in the measures proposed for the apartment blocks at Brunel Quarter with renewable technologies specified in the form of photovoltaic panels, air-source cylinders and mechanical ventilation with heat recovery. In addition to these renewable technologies, the building fabric will also be enhanced to provide lower u-values and greater air tightness than required by the current Building Regulations and Welsh Development Quality Requirements (WDQR Standards) which will result in an EPC rating of A for each apartment to reduce the energy bills of occupants.

6.2.1 Good Design

The design of the scheme has been developed through several pre application meeting between planning officers and the developers. It has been accepted that a four-storey development is acceptable in this location given the large vertical emphasis provided by the road and rail bridges

adjacent to this part of the site and also because of the design precedent set by the adjoining Osbourne's development which has four-storey apartment buildings.

The buildings have been arranged to build a defined road frontage both to the north and east roads while providing visual permeability to the river. Block A has been designed as a four storey building with an architectural feature on the north east corner. This feature introduces the Fairfield Mabey development to visitor and residents when arriving from the North via the Riverside Path. Blocks B and C define both ends of the site's road frontage. Both blocks are three storey buildings that reflect the scale of the surrounding context. Parking is efficiently arranged central to the site, allowing visual permeability to the river. The design has progressed to include a landscape proposal that integrates the drainage solutions, rationalises parking and footpaths arrangement and increases the width of the green buffer alongside the riverside walkway.

6.2.2 Secure by Design

Gwent Policy have reviewed the site layout offering crime prevention and physical security advice taken from guidance and best practice by Secured by Design (SBD). The development is seeking SBD accreditation and discussion have already taken place between the Gwent Designing Out Crime Officer and developer. The below recommendations have been made to allow the development to achieve the desired SBD Gold award.

The development boundary is to be a combination of a retaining wall to the east of the site, and native hedge row to the north, south, and west of the development. To encourage and promote natural surveillance across and into the site I recommend the hedge row is kept to a maximum height of 1 meter. This will maintain a clear divide between the public and private space whilst still providing a physical defensible boundary between the two.

With regards to the larger trees and small shrubs within the development, it is recommend a regular management and maintenance plan is put in place to prevent encroachment or uncontrolled growth reducing surveillance and restricting access along footpaths.

The proposed layout, orientation and placement of the apartment blocks and their associated active rooms do promote natural surveillance and active use of the footpaths. SBD recommend that where a footpath is expected to be in constant use it is should be supported by the appropriate lighting schedule. The footpath that runs along the east side of the development will require column lighting in accordance with BS 5489-1:2020. Bollard lighting is no permitted as a suitable lighting option.

All of the allocated parking bays have been sighted in small groups and close or adjacent to their associated Blocks (A,B, and C). All of the parking bays are within view of active rooms. These parking locations will need to be lit in accordance with BS 5489-1:2020 lighting columns.

Within the main communal parking area for the development is a small substation. To achieve the desired SBD Gold rating this building will require several security attributes. The proposed location and orientation of the external bike stores meets the requirements for SBD.

6.2.3 Place Making

PPW12 says that good design is fundamental to creating sustainable places where people want to live, work and socialise. Policy DES1 of the LDP requires that the development contribute to a sense of place while its intensity is compatible with existing uses. In this case the proposed development has residential development on two sides of it so a residential use is considered compatible. It has been accepted that a four-storey development is acceptable in this location given the large vertical emphasis provided by the road and rail bridges adjacent to this part of the site and also because of the design precedent set by the adjoining Osbourne's development which has four-storey apartment buildings.

When entering the site from the Old Town via the Riverside walk, it is the northern part of the site that is most prominent. It is important that this part of the site provides a statement entrance. This is achieved through the four storey apartment block being sited on the corner of the plot surrounded by substantial landscaping. The choice of finishing materials has been developed to reflect the site's

industrial heritage and to promote a sense of place. There will be a predominance of brick, particularly in the northern part of the site. A single brick type would be used throughout the site in line with the wider development at Mabey Bridge.

6.2.4 Green Infrastructure

Policy GI1 of the LDP states that development proposals will be expected to maintain, protect and enhance Monmouthshire's diverse green infrastructure network by retaining individual green assets where possible and integrating them into the new development where possible and also by incorporating new and enhanced green infrastructure. This stance is also a requirement of PPW12. In this case, significant GI is being provided within the site as can be seen on the submitted Green Infrastructure Plan.

6.3 Landscape

The Landscape and Green Infrastructure Officer has reviewed the submitted plan and has no objection overall but requires a condition to be imposed seeking Landscape Management and Maintenance Plans to be submitted prior to works commencing on site. The officer has been party to negotiations and has helped to enhance and develop the scheme to an acceptable position. In particular, in response to comments received during the planning consultation process, the applicant has amended the northern boundary to be landscape-led to improve the northern gateway to the site, accessed via the Riverside Path.

6.4 Historic Environment

The Heritage Officer has reviewed the submitted plan and has raised no objection in principle in heritage terms. It was anticipated that the employment use would have created larger block of buildings and so the blocks of flats are acceptable. Different design options were discussed at length at pre application stage, including forms similar to that of Brunel Yard. However, the submission include simpler blocks of flats with flat roofs. These have been broken up with balcony's and varying heights with a range of finishing materials, brick and cladding to add interest. The general arrangement on site is also acceptable as this maintains gaps between the buildings to ensure gaps are maintained. Overall this has a limited impact on the heritage assets of the site.

Concerns were raised over the height of the retaining wall to the riverside walk and the focal point of the northern corner of block A. In relation to the retaining wall, this is necessary given the levels of the site and flooding implications, however it is not proposed that this will be a stone finish and so is considered acceptable. In relation to the corner of block A improvements have been made in line with the GI and Urban Design Officer and so overall there are no objections to the scheme.

6.5 Biodiversity

An ecological appraisal report by BSG Ecology has been submitted to inform the application. A pre-application meeting for this site was held on 21/06/2023, where ecological advice was provided. Following review the Council's Ecology Officer is satisfied that the HRA for the wider site remains sufficient.

Protected Sites

The River Wye SAC is located within close proximity to the proposed development and therefore there is potential for the proposals to negatively impact the SAC. Consequently, the updated proposals will need to be screened through a Habitats Regulation Assessment to test any likely significant effect that was not considered during the initial outline planning permission.

There may also potential for indirect impacts on feeding habitat of birds associated with the Severn Estuary SPA which is located 1.9km from the survey site. The ecological appraisal notes that a number of qualifying features of the Severn Estuary SPA were observed within the wetland area on the opposite side of the River Wye, including curlew, shelduck and redshank.

It is noted within the Ecological Appraisal that impacts to the European Protected Sites were considered during the HRA agreed during the original outline planning permission. The HRA adequately assess impacts on the SAC and the Council's ecology officer raises no objection.

Priority Habitats

Whilst the ecological appraisal details the presence of some recolonised vegetation, it is not considered to qualify as open mosaic habitat. The nearest area of open mosaic habitat is located approximately 270m south of the site.

Saltmarsh has been identified in the area between the site and the River Wye. Despite being located outside of the red-line boundary, there is potential for the proposals to negatively impact the habitat through inappropriate construction methods, as well as an increased level of disturbance. Surveys for the Outline Planning Permission identified invertebrate assemblages within the saltmarsh as of regional importance with several nationally localised species recorded.

Biodiversity Net Benefit

Planning Policy Wales (PPW) 12 sets out that "planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity" (para 6.4.5 refers). This policy and subsequent policies in Chapter 6 of PPW 12 respond to the Section 6 Duty of the Environment (Wales) Act 2016.

The Landscaping and Green Infrastructure plans details the following enhancements:

Approximately 170m of native hedgerows

Planting of 43 native tree

Sowing of wildflower areas

Provision of bird and bat boxes within each of the buildings

Two invertebrate 'hotels' and multiple bee bricks located across the site

Whilst the provision of bird nesting provision is considered to be low, considering the advantageous location adjacent to the River Wye, overall, the above enhancements are considered to offer an overall net benefit for biodiversity in line with PPW 12. It is agreed that full details regarding the above enhancements can be provided through a Green Infrastructure Management Plan (GIMP), including details of species composition, specification and ongoing management.

A primary objective of PPW12 is to maintain and enhance the resilience of ecosystems and the benefits they provide. Whilst the ecological value of the site is limited, the site is ecologically sensitive due to its proximity to the adjacent River Wye that has been designated as Special Area of Conservation (SAC), a Site of Special Scientific Interest (SSSI) and a RAMSAR site. This sensitivity was considered in depth at the outline stage that confirmed the appropriate development footprint for the site. The reserved matters application reflects this development footprint. The Mabey Site as a whole provides significant enhancement with large areas of open space and a bat hotel. Neither NRW or MCC Ecologists have objections to the proposal. Therefore, it is considered that the application complies with the objectives of policy NE1 of the LDP

6.6 Impact on Amenity

To the east of the site is the River Wye and beyond that the residential development in Sedbury is set at a higher level. To the north of the site is the main spine road that links the Mabey site to the Osbourne site under the rail and road bridges. To the south of the site is new residential development allowed under Reserved Matters application DM/2019/00001. That part of the development is still under construction. Beyond the southern boundary of the site will be a formal urban edge comprising of a native hedge with railings behind and beyond that the side gable walls of two new properties and a parking court. There will be approximately 11.8 metres between the side elevations of the approved dwellings and the south elevation of block C. There is a wide strip of landscaping, including tree planting between the two developments. To the west of the site beyond the spine road is further residential development approved under applications DM/2019/01960 and DM/2019/00001. There are several two story properties facing onto the application site. Two of these properties face directly towards the west elevation of block C, at a distance of 18.6 metres. Block C is three stories high. Between these houses and block C is the spine road, car parking provision and a hedge. Two of the recently constructed dwellings will face towards the access driveway and parking court of the new development. There will be some additional noise and disturbance as a result of the new access and parking provision but this is considered to be less than that resulting

from a commercial use, which is what this site has permission for. The impact of the three story block C could have an over dominant impact of the existing residents but given the separation distance and the orientation this will not result in an over overpowering impact or loss of privacy. The new development proposed for this site will not have a significant adverse impact on the privacy, amenity and health of the occupiers of neighbouring properties and therefore accords with the objectives of policies DES1 and EP1 of the LDP.

6.7 Transport

6.7.1 Sustainable Transport Hierarchy

The location of the site itself promotes healthier living. The site is located in a very sustainable location within easy walking distance to the town centre and its many facilities. There would be less dependence on the car with the new residents being able to walk to the shops, schools and other community facilities. In addition, the site is adjacent to Chepstow Train Station and close to Chepstow bus station. The location of this development encourages walking and cycling which results in a healthier lifestyle in accordance with the active travel aspirations within PPW12.

6.7.2 Active Travel

The Active Travel Project Officer has reviewed the scheme and welcomes the provision of cycle parking within the design. At the request of the Active Travel Officer an additional Sheffield cycle stand is being provided within the site. The design of the site is compliant with Active Travel Policies. The stepped access to the riverside walk will have handrails each side. All of the footway connection to the coastal path will be rollable with a gradient less than 5% /1 in 20. The applicants have submitted a plan that demonstrates compliance with policy DE103 and DE104 of the Active Travel Act Guidance. Mobility Scooter Storage is being provided internally in Block A

6.7.3 Access / Highway Safety

Policy MV1 of the LDP requires that all applications that are likely to have a significant impact on trip generation and travel demands must be accompanied by a Transport Assessment (TA). A TA was submitted as part of the outline application and was carefully considered by Welsh Government Transport Division and MCC Highway Engineers. It was determined that the junction of A48 Station Road was sufficient to serve a new development of up to 449 dwellings without the need for modification. This development is well under that trigger point. With 373 dwellings already approved on the wider Mabey Site and this development taking the total up to 419 dwellings. As part of this current application a Transport Technical Note prepared by Savills was submitted and it concluded that:

The redevelopment of the NSN1 site will generate increased traffic. The transport assessment for the scheme - which is based on standard trip generation figures - shows that this increase will be focussed on the A48/Station Road junction. However, the % increase here is modest and manageable. It is also likely to be overestimated - mainly because of the excellent accessibility of the site (which will see less people need to use their cars) but because of what is likely to happen in practice too (especially in the peak periods). The TA is likely to have underestimated the level of existing or permitted trips as well.

The highway authority does not object to the principal of the proposed change of use from commercial use to residential and acknowledge that the traffic movements associated with the proposal is not dissimilar to the approved use and is not considered to be detrimental to the capacity of the approved adjoining residential network. The Highway Authority acknowledge that the change of use to Old Persons, Shared Ownership and General Needs flats result in a reduction in associated vehicle movements over that of the approved commercial use of the site. The means of access is considered appropriate for the scale of development of proposed.

No drawing has been provided that details the internal layout and the prospectively adoptable areas, however the highway authority has considered that other drawings submitted particularly. Drawing No. 101/Rev P05 Site Wide Handworks Plan, Drawing No. 100/Rev P05 Illustrative Landscape Masterplan and Drawing No 22051(05) 100/Rev G Development Site Layout adequately details the extent of highway adoptable areas. It is anticipated that the applicant proposes to offer the internal estate road for adoption by the highway authority.

The highway authority has concerns regarding the lack of direct pedestrian connectivity from the block entrances and the prospectively adoptable estate roads. This matter has been discussed with the applicant who are happy to provide additional active travel routes through the site. It is not considered suitable to provide a footpath between blocks 1 and 2 to the north due to the presence of a retaining wall, however additional footpath links can be provided in an east west direction. This will be requested by condition.

6.7.4 Parking

It is proposed that 31 carparking spaces be provided on site, for the 46 units. There would be a parking court in the centre of the site, comprising 26 car parking spaces with a single access from Princess Way parking. There is also an additional five car parking spaces accessed directly from Princess Way on the south-western boundary.

Monmouthshire has a high dependency on the private car and the adopted parking standards reflect this dependency the councils adopted parking standards would require 51 spaces, this included visitor parking provision. The analysis provided by the applicant in support of the application indicates 30 spaces are required using TRICs forecast analysis. In addition to this Pobl, the Housing Association which is going to run the site, has supplied some anecdotal evidence in the form of a letter, which outlines car ownership on other sites that it runs. Their letter says.

"The proposal for 31 parking spaces to serve the 46 apartments at this site is considered sufficient to service the parking demand that is expected to be generated by this development. This is evidenced by the recent census data (2021) that confirms approximately 60% of affordable housing tenants own a car. This figure is reflective of the experiences of Pobl group while managing existing schemes where parking requirements are generally low within general needs accommodation where some parking areas in schemes with higher levels of provision are regularly underutilised.

In addition to the above, it is expected that the over 55's accommodation will generate the need for even fewer parking spaces than general needs accommodation. This assumption is based on Pobl's experience of managing similar developments in adjacent Local Authority areas where it is observed that tenants in this type of accommodation are more likely to utilise public transport as opposed to owning a private vehicle.

While considering the above, and the sustainable location of the proposed development site close to the public transport network, it is believed that the provision of 31 car parking spaces to serve the 46 apartments to be more than sufficient and would ensure that no housing management issues arise from parking matters."

Planning officers consider that given the sustainable location of the site and the evidence of car ownership for housing association tenants elsewhere, that the provision of 31 car parking spaces is sufficient to meet the needs of the proposed residents.

6.7.5 EV Charging

While Pobl are in support of the move to EV vehicles and the installation of EV charging points generally, the proposed strategy for this development would be to ensure the infrastructure required to install EV charging points is positioned in service strips in land directly adjacent to parking areas. This would allow for EV charging points to be installed in future when the demand for charging points increase.

This approach is being proposed by Pobl for several reasons:

1. Car ownership numbers within affordable housing tenants is generally low, with even fewer numbers of tenants owning EVs which will result in little demand for EV charging.
2. The management and maintenance of the EV charging points would be costly, with this cost ultimately being incurred by the tenants through the service charge for minimal benefit at this time.
3. Installation of EV charging points could prove a Housing Management issue as tenants with a petrol or diesel vehicle may park in EV spaces, increasing potential for conflict whilst so few tenants own an EV.

Tenants will have the opportunity to submit requests to Pobl for the installation of EV charging points should they have the requirement for charging, which will be considered at the time of submission. The installation of additional EV charging points will also form part of the longer-term asset management programme at Pobl, and with the electrical supply already installed within service strips adjacent to the car parking at this proposed development, installation of EV charging points at a later date would be relatively simple.

6.8 Affordable Housing

There is currently a high demand for affordable housing in Monmouthshire, there are currently 2,036 households on Monmouthshire's Common Housing Register in housing need. Of these, 382 would prefer to live in the Chepstow area. There is a particularly high need for 1 and 2 bedroom accommodation. The price of housing in Monmouthshire has risen to a level beyond many local people can afford. The average house price currently stands at £339,923 (HM Land Registry, October 2023) and the affordability ratio is currently 9.2:1, meaning an average priced property costs approximately nine times average earnings.

The proposal is to provide a mix of tenures to create a balanced and sustainable community. It is proposed that one of the blocks will be provided as social rent, one will be shared ownership and one will provide accommodation for older people. This application is supported by Monmouthshire's Housing and Communities team due to the significant demand for affordable housing in the County. However, Block B should be provided as intermediate rent rather than shared ownership.

This land shall be used for affordable housing in perpetuity. In this case the developer Barratt David Wilson Homes have decided to build the houses on site and then transfer them to Pobl Housing Association. The design and layout of this site has been drawn up in association with Pobl. The development complies with WDQR standards. There will need to be a variation to the Section 106 attached to the outline permission to ensure that the all of the development is used for affordable housing in perpetuity.

6.9 Flooding

The planning application proposes highly vulnerable development (residential). NRW Flood Risk Map confirms the site to be entirely within Zone C2 of the Development Advice Map (DAM) contained in Technical Advice Note (TAN) 15: Development and Flood Risk (2004). The Flood Map for Planning identifies the application site to be at risk of flooding and is within Flood Zone 2 and 3 Sea.

Condition 26 of associated planning permission DM/2022/01666 states the finished floor levels of buildings shall be set no lower than 10.75 metres above Ordnance Datum (Newlyn). The 'Mabey Bridge, Chepstow Site Development Layout' drawing by Powell Dobson Architects, Rev: F, dated 30.08.24, continues to show the finished floor levels of the proposed blocks would be set above 10.75 m AOD. NRW, therefore have no objection to the application as submitted.

6.10 Drainage

6.10.1 Foul Drainage

The foul drainage is to drain via gravity to the existing infrastructure to the western boundary of the development parcel in each instance via spurs provided and is to be offered for adoption to DCWW under a Section 104.

It is proposed that all the foul flows from the site would be discharged into existing public sewers which already cross the site. A hydraulic modelling assessment of the site was undertaken at the outline stage to assess the ability of the existing sewers to accommodate the proposed development. The capacity was found to be acceptable and Welsh Water confirm that, with some reinforcement work funded by the developer, the existing public sewers would be able to deal with the foul water discharged by the new development.

6.10.2 Surface Water Drainage

The application has submitted a SAB pre app showing they are discharging all surface water via the new sitewide network into the tidal Wye. The SuDS Approval Body offers no objection to the proposal.

6. 11 Phosphates

Under the Conservation of Habitats and Species Regulations 2017 it is necessary to consider whether the development should be subject to a Habitat Regulations Assessment. This is in particular reference to the impact of increased concentrations of Phosphates on designated SAC's. NRW has set new phosphate standards for the riverine SAC's of the Wye and Usk and their catchment areas. Development that may increase the concentration of phosphates levels will be subject to appropriate assessment and HRA. The eastern part of this site is within the 50 metre buffer zone of the River Wye SAC. The Council's Ecology Officer has reviewed the HRA and is satisfied that the impacts are addressed and raises no objections.

6.12 Planning Obligations

The applicants should enter into a 106 Legal Agreement (Deed of variation) requiring that all of the development be passed over to a registered housing provider, Pobl in this case and that all of the units are retained for affordable housing in perpetuity.

6.13 Response to the Representations of Third Parties and/or Community/Town Council

Councillor Pavia, as local member is concerned over the loss of commercial and retail space. While it would have been preferable to have had some employment generating provision on the site after 4 years of active marketing no developer has come forward to provide this. If this application for affordable housing was to be refused this would not guarantee that commercial activity would be attracted to the site due to the current economic circumstances as outlined in the main body of the report. It is likely that the site would remain vacant.

The local member is also concerned about the lack of parking provision on the scheme, this has been discussed in full in the main body of the report, given the sustainable location, proximity to public transport and a policy emphasis on active travel from PPW12 it is considered that the parking provision is acceptable. In relation to the future maintenance of the Green Infrastructure will be the responsibility of a management company (Greenbelt) who will be responsible for the maintenance of all of the green infrastructure within the red line boundary of the site- the same management company as the wider site. Bin stores are being provided internally on the ground floor of each block.

The local member is also concerned about the proximity of the site to the railway line. The site does not directly abut the railway line, between the red line boundary of this site is the spine road and a railway embankment. Network Rail provided a consultation response on the 17th April to this proposal offering no objection in principle but due to the proposal being next to Network Rail land and its infrastructure they included asset protection comments which will be attached to the decision notice by way of informatives.

Councillor Pavia and many local residents refer to the protection of the Severn Princess. Whilst the Council recognises the importance of the Severn Princess and the fact that it is now listed on the Historic Ships Register, the current site of the ship is outside of this red line boundary and does not form part of the application. The proposed development would have neutral impact on the protection of the ship, it will not alter the current location of the Severn Princess, nor hinder access to it. The status of the ship will remain as existing.

Local residents are concerned that on the main part of the site the planting plans are not being enforced. The site is still under construction and the landscaping is phased and ongoing. It has also been mentioned that there have been no improvements to the junction of the A48 and Station Road. As part of the outline application Welsh Government Traffic Division reviewed the Transport

Assessment and concluded that there was no need to improve the junction if less than 450 residential units were built on the Mabey site.

Residents consider that the construction of three and four story residential blocks is inappropriate and affect the landscape. The housing association are satisfied with this arrangement and have experience of running such blocks. It was always accepted that this part of the site would be developed with three and four story buildings given the large vertical emphasis provided by the road and rail bridges adjacent to this part of the site and also because of the design precedent set by the adjoining Osbourne's development which has four-storey apartment buildings. The choice of finishing materials is considered to be appropriate and matches the rest of the residential development on the site.

The site was previously industrial and has been identified for development through the Local Plan allocations and outline planning permission. The site has already been cleared, and any loss of wild life habitats will be compensated for through the proposed green infrastructure and planting within the site.

The impact that the development will have on the privacy, outlook and residential amenity of existing residents has been considered in depth in the main body of the report.

6.14 Well-Being of Future Generations (Wales) Act 2015

The duty to improve the economic, social, environmental and cultural well-being of Wales has been considered, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act). In reaching this recommendation, the ways of working set out at section 5 of the WBFG Act have been taken into account and it is considered that this recommendation is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WBFG Act.

6.15 Conclusion

The land has been marketed for a broad spectrum of commercial and employment uses since 2019. Evidence suggests that there is no credible interest in the site for commercial and employment use. There is substantial evidence that it is unlikely that the site will be developed for commercial activity and is likely to remain vacant, officers accept that it will be very difficult to deliver a B1 Use on this site. It is therefore appropriate to look for alternative uses for the site.

The site is located within the Chepstow Development Boundary within which there is a presumption in favour of new residential development in line with policy S1 and H1 of the LDP. It is recognised that there is a need and a shortfall in the amount of affordable housing provision in the county. Given that the site is unlikely to be developed for commercial activity and its very sustainable location, within walking distance of Chepstow Town Centre it is considered that this site can be developed for a 100% affordable Housing scheme in line with Policy S4 of the LDP .

It has been accepted that a four-storey development is acceptable in this location given the large vertical emphasis provided by the road and rail bridges adjacent to this part of the site and also because of the design precedent set by the adjoining Osbourne's development. The apartments have all been designed to meet WDQR standards and to comply with the Secure by Design Objectives. The overall design of the proposal accords with the objectives of Place Making as set out in PPW12 and will reflect the overall design of the rest of the Mabey Bridge development. The proposal accords with policy DES1 if the LDP b y providing good quality sustainable development. Throughout this site significant Green Infrastructure is being provided as can be seen on the submitted Green Infrastructure Plan.

The new development proposed for this site will not have a significant adverse impact on the privacy, amenity and health of the occupiers of neighbouring properties and therefore accords with the objectives of policies DES1 and EP1 of the LDP. The site is located in a very sustainable location

within easy walking distance to the town centre and its many facilities. There would be less dependence on the car with the new residents being able to walk to the shops, schools and other community facilities. In addition, the site is adjacent to Chepstow train station and close to Chepstow bus station. The location of this development encourages walking and cycling which results in a healthier lifestyle in accordance with the active travel aspirations within PPW12. The applicants have submitted a plan that demonstrates compliance with policy DE103 and DE104 of the Active Travel Act Guidance. Mobility Scooter Storage is being provided internally in Block A.

The highway authority acknowledge that the traffic movements associated with the proposal is not dissimilar to the approved use and is not considered to be detrimental to the capacity of the approved adjoining residential network. The Highway Authority acknowledge that the change of use to Old Persons, Shared Ownership and General Needs flats result in a reduction in associated vehicle movements over that of the approved commercial use of the site. The means of access is considered appropriate for the scale of development of proposed. It is proposed that 31 carparking spaces be provided on site, for the 46 units. There would be a parking court in the centre of the site providing 26 spaces, with as single access from Princess Way. There is also an additional five car parking spaces accessed directly from Princess Way on the south-western boundary, this is below the level of parking required by the adopted standards but the analysis provided by the applicant in support of the application indicates 30 spaces are required using TRICs forecast analysis. In addition to this Pobl, the Housing Association which is going to run the site, has supplied some anecdotal evidence in the form of a letter, which outlines car ownership on other sites that it runs. Planning officers consider that given the sustainable location of the site and the evidence of car ownership for housing association tenants elsewhere, that the provision of 31 car parking spaces is sufficient to meet the needs of the proposed residents.

The planning application proposes highly vulnerable development (residential) in a C2 Flood Zone. Condition 26 of the outline planning permission DM/2022/01666 states the finished floor levels of buildings shall be set no lower than 10.75 metres above Ordnance Datum. The proposal show the finished floor levels of the proposed blocks would be set above 10.75 m AOD. NRW, therefore have no objection to the application as submitted. It is proposed that all the foul flows from the site would be discharged into existing public sewers which already cross the site, the existing public sewers would be able to deal with the foul water discharged by the new development. The application has submitted a SAB pre app showing they are discharging all surface water via the new sitewide network into the tidal Wye. The SuDS Approval Body offers no objection to the proposal.

The application is policy compliant and is recommended for approval subject to a Deed of Variation to the existing section 106 agreement requiring that all the properties be handed over to a registered housing provider and will remain so in perpetuity.

7.0 RECOMMENDATION: APPROVE

A Deed of Variation to the existing S106 related to the outline application requiring the following:

All properties be handed over to a registered housing provider and to remain so in perpetuity.

S106 Heads of Terms

If the S106 Agreement is not signed within 6 months of the Planning Committee's resolution then delegated powers be granted to officers to refuse the application.

Conditions : FIVE YEARS

1 The development shall be carried out in accordance with the list of approved plans set out in the table below.

REASON: To ensure the development is carried out in accordance with the approved drawings, for the avoidance of doubt.

LANDSCAPE COMPLIANCE

2 All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. Planting of Trees shall be in accordance with BS8545:2014 Trees: from nursery to independence in the landscape. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and ensure the provision afforded by appropriate Landscape Design and Green Infrastructure LC5, DES 1, S13, and GI 1 and NE1.

LANDSCAPE MAINT

3 A schedule of landscape maintenance for a minimum period of five years shall be submitted to and approved by the Local Planning Authority prior to works commencing and shall include details of the arrangements for its implementation inclusive of roles and responsibilities. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and / or new landscape features.

GI MANAGEMENT PLAN

4 A Green Infrastructure Management Plan shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the Management Plan shall include the following;

a) Description and evaluation of Green Infrastructure assets to be identified, protected and managed in the GI management plan.

a. Boundary buffers

b. Green corridors

c. Strategic landscaping and SUDs features that include soft landscaping

d. Ecological enhancements

b) Opportunities for enhancement to be incorporated

a. Management of treed and planted boundaries for GI and biodiversity

b. Maintain habitat connectivity through the site for species

c) Trends and constraints on site that might influence management of above features.

d) Aims and objectives of management.

e) Appropriate management options for achieving aims and objectives.

f) Prescriptions for management actions.

g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a twenty year period).

h) Details of the body or organization responsible for implementation of the plan.

i) Ongoing monitoring and remedial measures.

The Management Plan shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery as appropriate. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the Green Infrastructure Management Plan are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning Green Infrastructure objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To maintain and enhance Green Infrastructure Assets in accordance with LDP policies, DES1, S13, GI1, NE1, EP1 and SD4. (Legislative background - Well Being of Future Generations Act 2015, Planning (Wales) Act 2015 Environment (Wales) Act 2016)

PD RIGHTS

5 Notwithstanding the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification) no lighting or lighting fixtures shall be installed on any building or in the curtilage until an appropriate lighting scheme has been submitted to the Local Planning Authority and approved in writing. The strategy shall include lighting type, positioning and specification. The scheme shall be agreed in writing with the LPA and implemented in full.

Reason: To safeguard foraging and commuting routes in accordance with Environment (Wales) Act 2016 and Conservation of Habitats and Species Regulations 2017

ACTIVE TRAVEL LINKS

6 Prior to the construction of any part of the development above damp proof course level, a detailed scheme for the provision of active travel links through the site, east to west, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and retained for its use thereafter.

REASON: To secure Active Travel links through the site in accordance with policy MV2 of the LDP.

INFORMATIVES

0 The proposed development has been screened under the Environmental Impact Assessment Regulations and it is considered that an Environmental Statement is not required.

SAFETY

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwales@networkrail.co.uk.

FOUNDATIONS

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

GROUND DISTURBANCE

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific advice from Network Rail on any significant raising or lowering of the levels of the site.

EXCAVATIONS/EARTHWORKS

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail Asset Protection.

PLANT, SCAFFOLDING AND CRANES

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

NOISE

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of Planning Policy Wales and Technical Advice Notes which hold relevant national guidance information. The current level

of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.